

DAILY RECORD-UNION

SATURDAY, MARCH 29, 1890.

ISSUED BY THE
SACRAMENTO PUBLISHING COMPANY.

Office, Third Street, between J and K.

THE DAILY RECORD-UNION,
Published six days in each week, with Double
Sheet on Saturdays, and

THE SUNDAY UNION,
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Published at the Postoffice at Sacramento as
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THE RECORD-UNION, SUNDAY UNION and
WEEKLY UNION are the only papers on the
Coast, outside of San Francisco, that receive
the full associated Press dispatches from all
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they have no competitors either in influence or
home and general circulation throughout the
State.

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This paper is for sale at the following places:
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California street; also at the following
Agents for San Francisco: the principal News
Stands and Hotels, and at the Market-street
Ferry.

Also, for sale on all Trains leaving and
coming into Sacramento.

THE WOMAN QUESTION.

A writer in the *Inter-Ocean*, which has
opened its columns to the discussion of
"The Woman Question," claims, in the
matter of the employment of women in
business vocations, that it is her right to
enter them, and that the need for her be-
coming self-helpful is imperative. But
when she has said all that, and supported
it by ingenious argument addressed more
to the sympathies than to the reason, she
adds that after all it is not woman's true
sphere. That is to say, business is irksome
to a woman as it is not to a man. Among
other reasons this graceful writer advances
some in support of this view, that are not
often mentioned: That housewifery admits
of infinite variation, while business has
none; it is treadmill work all the time,
running day after day the same. She says:

In housewifery duty certain daily routine
must be gone through, but there are even in
the busiest day, half hours that can be spent in
reading, in sewing, in a few studies in a bit
of fascinating embroidery, chatting with a cat,
running out for a breath of fresh air or a look
at the sunshine. In business, on the other hand,
luxuries which must be sacrificed entirely. It
must be business only, from 9 to 6, or longer,
and every self-indulgence or neglect of the
work in hand, means blunder, waste of precious
time, and failure.

The woman who expects to succeed can not
stroll down town when the fancy suits her, seat
herself at her desk with her typewriting machine,
and do the things that please her. Snow and
mud and rain must have no terrors, and aches
and pains must be banished and forgotten. Not
only must exactness, promptness and reliability
be cultivated from the very beginning, but there
must be, in most work, an entire sacrifice of
personal prejudices and desires. If all the
virtues can be cultivated and the fatigue elimi-
nated, there is still another quality—hard-
ness of all—to be cultivated, and that is en-
thusiasm in one's work. This means loving work
for work's sake; finding in the satisfaction, the plea-
sure in doing it, the willingness to endure
fatigue, possibly injustice, and lack of apprecia-
tion, and finally, to receive no reward, but to
be paid for doing the same task perhaps
not half so well. The latter requirements con-
stitute the serious part of the woman's life, and
necessary for success in business as it is to hap-
piness in life. And if the conditions are too
hard, then the woman who wants a
career would better remain at home.

Precisely, and with very few exceptions
the best place for all women is home.
Business life for women means a wearing
away from home tastes, destruction of do-
mesticity, disinclination and unfitness for
matrimony and maternity, breaking down
of the chivalrous sentiment, and the strip-
ping from woman of that femininity that
is her chief charm and her strongest,
broadest shield. Moreover, entry into busi-
ness lowers wages, and excludes from busi-
ness walks men who could earn more and
become the builders of homes. If, as the
correspondent of the *Inter-Ocean* says,
there is here and there a woman who is
successful in business, it is because she has
passed through the fires of bitter experience.

She has learned dispatch by days of tollsome
drudgery; she has acquired correctness by re-
peating a thousand monotonous mistakes, and
every hour of leisure represents days and
months of overwork for which there was no ap-
parent compensation of any sort. Her success
is the outward and visible sign of a struggle
in which any but a less determined nature
must have despaired. Well for her if in the
struggle she does not lose her sense of grace
and sweetness, and sacrifice her faith in human
nature. Not one privilege does she enjoy that
that it has had an equivalent in failure and
anguish known only to herself.

And we repeat with the writer, "well
for her if in the struggle she does not lose
her womanly grace and sweetness, and sacri-
fice her faith in human nature," and all
simply because business life is unnatural
for her, and in it she is out of line with
the purpose of her being. However harsh
it may seem to say so, we have no hesita-
tion in declaring that the worst use
a man can put his daughters to in reputable
life is to take them from the home and
place them in what is ordinarily under-
stood to be business vocations. There are
certain callings in line with domestic life
and womanly nature, and in the fine arts,
for which women are fitted by their femi-
nine attributes, and in these there is a
wide field for employment, but beyond
them the area of occupation offered is in
antagonism to her natural self. In another
column of the RECORD-UNION this subject
is discussed more elaborately. The article
may repay the thoughtful to read and
ponder upon.

WHY WE SHOULD HAVE INTERNA-
TIONAL COPYRIGHT.

The friends of the international copy-
right bill have become alarmed because of
a rumor that efforts are being made to
array the newspaper press against the
measure. We are inclined to the belief
that it is a false alarm. But if the attempt
is made it will not succeed. The news-
paper press is as a rule doing its own
thinking, and is jealous of outside efforts
to control its expression. The newspaper
men pretty thoroughly understand this
copyright question. They know that the
bill in question extends copyright only to
works printed from type set in this coun-
try, and published simultaneously with the
issue of the work in the foreign country.

If there should be some instances of for-
eign periodicals containing matter copy-
righted here, the proposed law expressly
provides that any editor may import copies
of such periodicals, and then he will have
the freedom to quote he now enjoys.

The bill is intended to insure to literary
men fair return for the results of their
labors, and to prevent piracy of the prod-
ucts of their brains. It should therefore
have the support of all fair-minded peo-
ple, and those who believe in the "live-
and-let-live" policy. As is remarked by
the committee of authors in charge of the
bill:

The success of magazines and syndicates
widely distributing copyright matter at a small
price shows that the question of the payment to
the author is, but a very small item in the
ultimate cost of the material to the consumer,
and will not perceptibly affect the proprietor of
"patent insides," nor affect the country paper
using electrolytic matter at all, unless favor-
ably, by giving him possibly a larger proportion
of American matter.

We are for the bill because of a few rea-
sons that seem to us unanswerable. Liter-
ary product should have the same protec-
tion of the nation of its author that is ac-
cording to other property. If property is
entitled to legal protection, it should have
it, no matter where found. The bill is in
line with that provision of the Federal
Constitution providing that Congress may
legislate to promote the progress of science
and the useful arts by securing to authors
and inventors for a limited time the exclu-
sive right to their writing and discov-
eries. It is a wise bill, because the ex-
perience of other civilized nations has
proved that similar measures are promov-
ing of literary scholarship. Authorship
is the only industry that is not now pro-
tected from piracy; it receives no bounty
from the Government, and asks for no
assistance in any form. But a crowning
reason for the bill is that its passage will
give new value to the trademark of au-
thorship, and thus run to the benefit of all
readers, for that the reading public cannot
now know the genuine from the spurious
work, is a fact all realize. As a result, we
are forced to rely upon the publisher's in-
tegrity; so it has come to pass that readers
buy books bearing the imprint of certain
publishing houses on the faith that such
publishers will not deal in spurious edi-
tions; but the international copyright bill
will put an end to garbling, carving and
mutilating literary works, and the pass-
ing off of such editions as full, true and
genuine. An example is in point just now,
when the country is being flooded with
superstitions and ingeniously disguised con-
terfeits of Stanley's work, a work yet
in MS.

The bill ought to pass because au-
thors are unanimous for it, and they com-
prise some of the best and truest intellects
of the age, and those that are as patriotic
as any of the nation. The great body of
literature will be made cheaper by the
operation of the bill, while it may render
the cheap foreign fiction higher—an end
devoutly to be wished for. It will give
American books in the American market
a better chance to sell, for the handicap of
the foreign pirate will be removed, and
the ability of our own printers to bear
down the American book market will be
seriously crippled. The reason for this is
that promotion of the home market for
the home product of books will operate to
cheapen home books by increasing their
sales, and at the same time foreign works
that are within the scope of the bill, and
from authors in nations coming under its
operations, will have a fair chance to com-
pete in our market without coming in un-
der the pirate's flag. It will give, on the
other hand, to the works of American
authors a market abroad that they cannot
otherwise have and receive returns from.
Under the present system the foreign
pirate can reproduce the work of the
American author and not pay him a soli-
tary cent for the stolen property. For
these and other reasons not necessary to
catalogue we favor The Authors' League
bill and hope that it may become a law.

OF PAINT ADULTERATIONS AGAIN.

A few days ago the RECORD-UNION
pointed out that white lead is greatly
adulterated. In an Eastern city sixteen
hundred brands were chemically tested, and
not one of them was found to be pure white
lead. A correspondent who is a chemical
expert, writes to the RECORD-UNION to
say that it is certainly true that white lead
is much adulterated, and hence it is that
some painters can so much underbid others,
since the difference in the cost of the pure
and the spurious article is very great, when
the painter by reason of his technical
knowledge can avail of the cheaper article.

Sulphate of barium is a common article
used to adulterate this base of good paints.
But in that instance there is additional se-
curity had against fire, since the barium
resists the action of fire stubbornly. Now
while gypsum (plaster of Paris) enters
largely into adulterated white lead, we are
not told how the spurious articles can be
readily detected. Some one will confer
a favor on the public by pointing out some
means of testing lead that any one may
apply without consulting a chemist.

We are told also by our correspondent
that there is a greater danger and injury
still than from adulterated white lead, to
wit: in the use of a very volatile vehicle
for the spreading of the lead other than
oil and turpentine. Thus, if mineral
naphtha, and similar substances, such as
benzine and gasoline, are carried into the
mixture, the painter can make it spread
over a very greatly larger surface, and
hence large profits, or small prices
and under-bidding. But the consumer
finds that very soon his painted surface
loses its gloss and color, while the inflamma-
bility of the surface is greatly increased,
and water in case of fire in the dwelling is
found to have little or no effect in sub-
duing the flames. Indeed, these volatile
fluids will burn in the midst of water and
despite its application.

It is asserted that where highly glazed
surfaces are made by paint or by the use
of damar varnish, the inflammability is
greatly increased, and the assertion is also
made that a fire in a hotel in this city
some years ago, in which there was loss of
life, was a vicious fire only because of the
glazed surfaces of the woodwork, secured
through the use of "damar." The rapid
spread of the fire in the residence of Sec-
retary Whitney in Washington recently,
is accounted for on the same plane. The
use of these volatile liquids in paints
creates a large demand for them that re-
sults in much storage of the goods, and as

a consequence the fire danger in towns and
cities is augmented.

Without that technical information nec-
essary to arrive at the exact facts, we
cannot say how far these uses referred to
go, or to what extent fire risks are in-
creased because of the augmented demand
for the volatile fluids. But under the
charges made it might be well for munici-
pal authorities to examine into the sub-
ject and provide precautions equal to
meeting the increased risk, if any. But
it would seem undeniable that the intro-
duction into paints of unusual substances
that render structures more inflammable
ought to be prohibited. Perhaps the law
already meets the case, but we think that
it does not. There is no reason whatever
why the adulteration of paint lases should
not be put under the ban of the law as
well as the adulteration of food. In the
one case it is the health of the consumer
that the law seeks to protect from knavery,
in the other it is his property. We ought
to be able in this age to guarantee to
every citizen that the article he buys is
what it is represented to be, under a pen-
alty of punishment for misrepresentation.

Another correspondent writes to the
RECORD-UNION to say that in his Eastern
home he knows of a farm that yields to its
owner enormous sums annually from the
heavy white earth, *terra alba*, that is mined
from deposits on the farm for the sole pur-
pose of adulterating paint bases. This is
probably but one instance of many. Cer-
tainly the subject is one of such interest
to engage the attention of the State, with
a view to protecting the people against
these fraudulent compounds.

THE PRESS ASSOCIATION.

The Press Association of Northern and
Central California will hold its semi-an-
nual session in this city, beginning on Mon-
day next. It is hoped that there will be
a full attendance. When the Association
met last September, in annual session, a
regular programme was laid out and im-
portant and valuable papers read and ad-
dresses made. For this session no pro-
gramme has been prepared; this omission
is purposive, and whatever it does will be
of an impromptu character.

Since the annual session an Association
of "Proprietors," outside of cities, has been
formed within the original Association, and
by the advice of the latter, for adver-
tising business purposes only. We under-
stand that a fair measure of success has
met the movement, and that it has prom-
ise of still greater. The business of that
branch of the organization is distinct from
the general features and purposes of the
Association, and should be considered apart
from them. It is to be hoped that the
hours of the session will be mainly devoted
to consideration of the ethics of the pro-
fession and to informal consideration of
means to better the organization, to
strengthen it and build up a fraternity of
feeling and sentiment that will tend to
the elevation of newspaper work, and the re-
moval of such reproaches as may attach to
it. The many press associations at the
East have found that these organizations
are powerful for good in that direction,
and that they result in the establishment
of a code among newspaper men that ren-
ders their calling pleasanter, stronger and
more useful to the age.

There is very little if any danger to be
feared from the efforts of this order that
to a much abused and misrepresented call-
ing; nor is there any danger of newspaper
men becoming too well acquainted with
each other, or of too often counseling
with one another upon the means of ad-
vancing to higher standards of excellence
the press of the interior. We do not
know of any other profession that is so lit-
tle in communion, or the ties between the
members of which are so weak. In this
age of unions, there is among the news-
paper workers a woeful lack of fraternity
and a deplorable absence of that *esprit du
corps* that should characterize a body of
workers for the public good.

Let us hope that at the approaching
session there will develop an earnest in-
tention to cultivate close relations between
California journalists, to the end that the
profession may command among the people
more respect, and among its membership
greater regard for the ethics of gentility,
manliness and the cleanly conduct of the
press.

THE GREAT DISASTER.

The terrible disaster at Louisville, Ken-
tucky, and in that vicinity, by which many
lives were lost and a great number of
buildings demolished, shocks the entire
country. It was announced in the
RECORD-UNION dispatches on Friday.
The details at the hour of this
writing are too meager to enable us to
estimate correctly the actual loss of life.
Enough is known, however, to make it
certain that a great storm of wind visited
the central West on Thursday, and that
houses were blown down in all directions
and hundreds of people killed in the ruins.
The storm appears to have had its birth
upon the great plains of the West, grad-
ing in intensity as it traveled eastward
and northward, and in the vicinity of
Louisville became a cyclone. The towns
and cities along its route felt it with more
or less of severity, those suffering most
that were nearest to the point where it
culminated in a cyclone. The sympathy
of the nation will go out to our unfor-
tunate fellow-citizens who have suffered by
this visitation of the elements, and all
assistance that can be rendered will be
extended with that bounteousness and
celerity that is characteristic of the Ameri-
can people. We can hope that in a few
days, when the exact facts are ascertained,
the damages will not prove so extensive as
are now reported, and that the loss of life,
as now stated, will be found to be exag-
gerated.

Since the foregoing was in type advices
have been received showing that, as we
hoped would prove true, the first accounts
of the disaster at Louisville were much
over-colored. There was woeful loss of
life, but happily it was not nearly so large
as feared. Probably 200 people were
killed by the cyclone in that city, and
several blocks of houses were prostrated.
It is very sorrowful as it is, and the af-
flicted city will be consoled with by all
the people, but that it is not true that
many hundreds of lives were lost is cause
for thankfulness.

THE authorities in San Francisco have
captured a young woman who has been
settling fire to houses, but has eluded arrest
for some time. When at last taken, she
sets up the novel defense that when she
drinks beer she has an irresistible im-
pulse to set houses on fire; she therefore
thinks she should be set at liberty as hav-
ing no criminal intent. The law officers
of the city should be irresistibly impelled
to prosecute, and the Courts and juries to
convict her, and put her where she cannot
procure the brand of beer that creates ir-
resistible incendiary impulses. Punishment
of the class of criminals who claim to
have a mania for their criminal acts to
have a tendency to put a check to their
activity. They are all cunning enough to
realize what punishment means and to
avoid it.

SUPERIOR COURT.

Department One—Armstrong, Judge.

S. G. Maslin vs. Annie Bascom—Action dis-
missed by consent, without costs to either party.

THIS Saturday evening, at 7:30 o'clock, at
the Court House, the Hon. Judge Armstrong
will hear the case of *Defendant* vs. *Plaintiff*, *G. A.*
appearing as counsel. Defendant allowed
to go on bail.

Matter of P. D. O'Connor, insolvent debtor—
Petition for discharge granted.

Matter of H. F. Bates—Cost bill re-
fused by striking out certain items.

Matter of H. F. Bates, insolvent debtor—
Motion for permission to compromise
taken under advisement.

Joanna Cooper vs. Cooper—Motion for
new trial taken under advisement.

Estate of J. H. Hooker, deceased—Petition
for partial distribution continued.

Julius Pankow vs. William Jackson—Settle-
ment of statement on appeal continued one
week.

Abbie Sullivan vs. Elsie Sullivan—Continued
trial tomorrow.

Matter of H. C. Ewing, insolvent debtor—
Demurrer to discharge continued one week.

Matter of Pankow vs. Jackson, insolvent deb-
tors—Final account of assignee allowed and set-
tled.

Matter of Henry Garrett, insolvent debtor—
Election of assignee continued till tomorrow.

Matter of Pankow vs. Jackson, insolvent deb-
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OCEAN STEAMSHIPS.

DEVELOPMENT OF ATLANTIC PIONEERS INTO GREAT LINERS.

Racers in Early Times—The First Regular Line—American Ventures and Results.

In a history of steam navigation Admiral G. H. Preble gives to Junius Smith, a graduate of Yale, the credit of being the first one to move, in 1833, towards the organization of a company to run steam vessels across the Atlantic. The Savannah, says Ocean, was the first steamship to cross the Atlantic, she sailing from the port of the same name for Liverpool, May 26, 1819. She made the passage in twenty-five days, then visited St. Petersburg, and reached home in due time without starting a bolt or parting a lanyard. In 1831 the Royal William sailed from Quebec to London, but was there sold and did not return. Six years after the London *Nautical Magazine* had an article declaring that "the time is fast approaching when the famous prophecy of the Rev. Dr. Dionysius Lardner, to the effect 'that it is as easy to go to the moon as from a port in England to New York by steam,' is to be tested. Two vessels are building, one at Bristol and the other at London—the latter to be 1,750 tons, ordered to have a capacity for twenty-five days' coal and 800 tons of cargo."

The *Sirius* arrived at New York on St. George's Day, the 23d of April, 1838, and myriads of persons crowded the Battery to catch a glimpse of the first ocean steamer to arrive at that port. Her honors, however, were short lived, as the Great Western, sailing four days later, arrived but a few hours after. The passage of the Great Western consumed fifteen days on the westward and fourteen days on the homeward trip. Her best run for twenty-four hours was 241 miles; her smallest 169, made against strong head winds and sea. She consumed on her westward trip 452 tons of coal and had about 150 tons remaining on arrival.

The *Sirius*, the smaller vessel, 700 tons, was not so fortunate. She was four days longer on the trip, all her coal was consumed, and she reached port only by burning spar spars and by going at reduced speed. She sailed for New York on May 1st, having amongst her passengers the Chevalier Wickoff and James Gordon Bennett, the founder of the New York *Herald*. She made but one voyage, it not proving profitable. She was placed upon a channel service between Cork and Dublin.

The Great Western continued to sail in the Atlantic trade, first from Bristol and later from Liverpool to New York, making in all thirty-seven round voyages; and not until many other steamships had entered in the trade was she removed, being then sold to the West India Company, and continued to run until 1857. Her fastest passage was twelve and a half days.

The Liverpool, built in Liverpool in 1838, made six voyages to and from New York, and was then disposed of to the Peninsular and Oriental Company.

The President, built in New York, was launched December 7, 1839, with great eclat, and sailed on her first trip August 1, 1840. Her existence was very brief. She sailed from Liverpool to New York in April 1841, and was never again heard of. Strong gales and the dreaded iceberg were reported by other vessels, and it is supposed to one or both these causes her loss was due.

There is but one other individual steamship that calls for a place here, before entering upon the history of the great ocean lines.

The Great Britain was built at Bristol, and for many years was the largest and finest ship afloat. Although intended for a side-wheeler, difficulties connected with the large castings necessary for that style of vessel compelled an alteration in her design, and she was finished as an auxiliary screw steamship. Four years elapsed from the time her keel laid until she was launched, and she was retained in the Cumberland Dock, Bristol, for some months afterwards, because of the width of the ship being greater than the dock gates. She could not get out until the dock entrance was torn down and rebuilt. Her dimensions were: Length, 324 feet; beam, 51 feet; depth of hold, 32 feet 6 inches; and 3,448 tons, old measurement—twice the size of any steamship previously built. She was of immense strength, and was built in six water-tight compartments. She was intended as a consort to the Great Western, but on her first voyage to New York she was stranded in Dundrum Bay, Ireland, September 22, 1846, where she lay for eleven months, exposed to all the storms that swept the Irish coast, and when finally floated she was found to have received little damage. She made but one or two voyages to New York; was used during the Crimean War as a troopship by the British Government, and at its close began her career as—until recent years—the most successful vessel ever engaged in the Australian trade. Memorable was the impression produced in Liverpool when the Great Britain arrived from Melbourne. She was to that trade what our present fast transatlantic vessels are between Europe and America. She reduced the time between the mother country and the Colony by weeks. Her passages were regularly made between fifty-four and sixty days, as against four months by the old style of clipper, and yet her steam power was only used in adverse winds or calms. "Give her start," as the boys used to say, "and with her canvas alone she could hold her own with the best packers in the trade."

Passing several futile attempts by steamships of small tonnage and power, which were quickly withdrawn because not adapted to the trade, Samuel Cunard, of Halifax, an enterprising merchant, having been a close student of the attempts and achievements of those vessels whose history has been briefly recounted here, conceived the idea of giving a line of steam packets to run eventually to the trade between Liverpool and Boston, via Halifax.

In 1838 Mr. Cunard went to England, and, after some delay, placed a contract with Messrs. Robert Napier & Co., of the Clyde, for four vessels of 900 tons each and 300 horse-power. By Mr. Napier's advice this order was afterwards changed to 1,200 tons and 440 horse-power. Messrs. Burns, of Glasgow, and MacIver, of Liverpool, joined the enterprise, and the mails fortnightly to Halifax and Boston for the annual sum of £50,000.

The first four steamships were the *Britannia*, *Acadia*, *Caledonia* and *Columbia*. The line was opened by the steamship *Union*, intended subsequently for the trade between Halifax and St. John's, Newfoundland. She arrived at Boston June 2, 1840, the first steam vessel from Europe to enter that port. She was received by both the naval and civil authorities with appropriate ceremonies. The United States ship of the line *Columbus* hoisted the English ensign, and the band played "Rule Britannia," and thus was inaugurated the first line of ocean steamships, which has continued to traverse the Atlantic from that day until now.

The *Britannia*, the first of the regular fleet, left Liverpool July 4, 1840, making the passage in fourteen days and eight hours. The *Acadia* followed in August, reducing the time by two days, and was the voyager of that day what the *Eluria*

and *Unbria* have been to Cunard patrons in these.

During the following ten years the America, Canada, Niagara and Europe were added to the fleet. These were all wooden side-wheel steamships, of 1,800 tons and 700 horse-power, the age of the iron propeller not having yet arrived.

About this time an attempt was made to start and maintain an American line. In 1847 the United States was built by W. H. Webb for Charles H. Marshall & Co. She was 2,000 tons, 256 feet long, 50 feet beam, with a consumption of 40 tons of coal per day. It is a striking commentary on the slight demand there was then for passenger and fast freight accommodation that she did not make a withdrawal after a few voyages, and sold to parties in Bremen. She made the passage in thirteen days. The venture was successful a year later, 1848, by the establishment of the Bremen Line, consisting of the New York built *Franklin*, the *Franklin* and the *Humboldt*. They were 1,700 and 1,800 tons respectively, and about 200 feet long by 40 feet breadth of beam. They were propelled by side-lever compound engines. They had an average speed of eleven knots.

The Havre line was organized by the same company that had begun the Bremen line, Messrs. Fox & Livingstone. Shortly after the successful inauguration of the Bremen line, the *Franklin* and the *Humboldt*, which, with the two sailing to Bremen, were to form a semi-monthly line for the conveyance of the United States mails. The company obtained a contract from the Government by which they were to receive \$150,000 per annum, or about one-half the amount at this time being paid to the Cunard line for a similar service.

The *Franklin* and *Humboldt* were both larger and faster than the Washington and *Hermann*. The *Franklin* was 2,100 tons, 283 feet long by 32 feet beam and 26 feet deep. The *Humboldt* was 2,850 tons, 292 feet long, 40 feet beam, and 27 feet deep, and was the largest steamship yet built in America for any trade. She made her first voyage in 1851 and was totally wrecked entering the Gulf of Mexico, near the site of the Atlantic catastrophe, which happened twenty years later. The *Franklin* made her first voyage in 1850, and was lost on the southwest end of Long Island in July, 1851. Part of her walking-beam and the truss were still to be seen there, lending additional interest to a visit to an old mill near Southold.

To prevent the contract with the Government from being cancelled, steamships were ordered to maintain the service until two new steamships could be built for the line. The *Fulton* and the *Arago* were contracted for, and in 1856 were ready for service. They were about the same tonnage as their unfortunate predecessors, and their accommodations for cabin passengers were superior.

There are still a few old travelers who remember the comfortable saloons of the *Fulton* and *Arago*, although the \$1 each bottle corkage charged for all wines brought on board by the passengers was a constant source of irritation.

In 1861 the line was withdrawn. The cause was a two-fold one. First the steamships were required for Government service, the war of the Rebellion having commenced, and second, the competition with the more economical iron propellers of the North German Lloyd and Hamburg Packet Company were making the voyages of the more cumbersome wooden side-wheelers unprofitable. No attempt was made to re-establish the line at the close of hostilities. The history of the American-Havre-Bremen line was repeated in that of the Collins Line.

Edward K. Collins, an enterprising merchant, and the head of a company running a line of packets between New York and New Orleans in 1847, being impressed with the success that had attended the establishment and successful operation of the Cunard Line, moved in the direction of the organization of an American line, to sail from New York to Liverpool. After two years' hard work spent in securing the necessary capital and the building of the first of the line, steamships, Mr. Collins had the satisfaction of seeing the Atlantic ready to sail for Liverpool on April 27, 1849.

He had secured a subsidy from the Government for the conveyance of the United States mails, first of \$19,250; afterwards increased to \$33,000 per voyage, or \$675,000 yearly, the increase being conditioned on the steamships making twenty-six voyages yearly. The company further agreed to make the fastest passages between the two countries, thus throwing down the gauntlet to the Cunard Line.

There have been many exciting contests in recent years between Inman and Cunard and Inman and White Star steamships, but no contests on sea or land ever exceeded in interest those of these two rival lines—the Cunard and Collins—between 1850 and 1860. The four vessels, the *Atlantic*, *Pacific*, *Arctic* and *Baltic*, in the order named, were all afloat in 1850.

The four steamships were all about the same dimensions: tonnage, 2,800; length, 276 feet; beam, 45 feet; across the paddles, 75 feet; depth of hold, 31 feet. They exceeded in size and style, as they were afterward to exceed in speed, any steamship which up to that time had been built.

The first passage was made in thirteen days, and the average for forty-two westward trips for one year was 11 days 10 hours and 21 minutes, against 12 days 10 hours and 21 minutes for the Cunarders. The *Arctic* proved herself the fastest, and made one journey from New York to Liverpool—not Queenstown—in the unequal time of 9 days 17 hours and 12 minutes. Her consumption of coal was about \$7 tons per day. Nothing shattering their success as regards speed, and enormous subsidy—being almost equal to the total receipts of the company for freight and passengers—the ships did not pay, and in 1860 were finally withdrawn.

A DIRTY BIBLE.

Why a Stylish Young Woman Refused to Kiss It.

PHILADELPHIA, March 27th.—A stylish young woman had been sworn, notwithstanding the idea of presenting a present to Judge Arnold yesterday, when one of the jurors objected on the ground that she had not kissed the Bible. After a breezy discussion the juror, Judge Arnold, ordered the matter short by ordering the witness to kiss the Bible.

"I am not surprised," said the Judge, "that this custom is a relic of idolatry, and the sooner it is abolished the better it will be for the country. I am not surprised that the juror who objected to kissing the book because she intended to lie, but because it is a dirty book. I respect her regard for her person and her health."

Gifts and Givers of Gifts.

Kindness is not so much shown in the cost of presents, but in the way of presenting them. There is, as a German proverb says, much honor in a glass of wine, which means that a gentle nature will show much more in the way sought to oblige than in the magnitude of the gift. Kindness is not shown in the means of the gift, but in the way of presenting it. There is, as a German proverb says, much honor in a glass of wine, which means that a gentle nature will show much more in the way sought to oblige than in the magnitude of the gift. Kindness is not shown in the means of the gift, but in the way of presenting it. There is, as a German proverb says, much honor in a glass of wine, which means that a gentle nature will show much more in the way sought to oblige than in the magnitude of the gift.

PEARS' Soap secures a beautiful complexion.

COMMERCIAL.

SACRAMENTO MARKET.

SACRAMENTO, March 28th.

WHEAT—Lump. 1890. 1891. 1892. 1893. 1894. 1895. 1896. 1897. 1898. 1899. 1900. 1901. 1902. 1903. 1904. 1905. 1906. 1907. 1908. 1909. 1910. 1911. 1912. 1913. 1914. 1915. 1916. 1917. 1918. 1919. 1920. 1921. 1922. 1923. 1924. 1925. 1926. 1927. 1928. 1929. 1930. 1931. 1932. 1933. 1934. 1935. 1936. 1937. 1938. 1939. 1940. 1941. 1942. 1943. 1944. 1945. 1946. 1947. 1948. 1949. 1950. 1951. 1952. 1953. 1954. 1955. 1956. 1957. 1958. 1959. 1960. 1961. 1962. 1963. 1964. 1965. 1966. 1967. 1968. 1969. 1970. 1971. 1972. 1973. 1974. 1975. 1976. 1977. 1978. 1979. 1980. 1981. 1982. 1983. 1984. 1985. 1986. 1987. 1988. 1989. 1990. 1991. 1992. 1993. 1994. 1995. 1996. 1997. 1998. 1999. 2000. 2001. 2002. 2003. 2004. 2005. 2006. 2007. 2008. 2009. 2010. 2011. 2012. 2013. 2014. 2015. 2016. 2017. 2018. 2019. 2020. 2021. 2022. 2023. 2024. 2025. 2026. 2027. 2028. 2029. 2030. 2031. 2032. 2033. 2034. 2035. 2036. 2037. 2038. 2039. 2040. 2041. 2042. 2043. 2044. 2045. 2046. 2047. 2048. 2049. 2050. 2051. 2052. 2053. 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